Personal Air Transportation Alliance (PATA)

Air Mobility Access Solutions:

Joint Planning & Development Office

Washington, DC

June 26, 2006

Outline

PATA
personal air transportation alliance

- What is PATA?
- Why was it formed?
- Who are the members?
- What are their objectives?
- What is the intended collaborative work?
- How is it structured?
- How does it relate to JPDO and NGATS?

What

- Mutual benefit association, not a trade association
- Industry-led
- Support common approaches to expand air transportation with focus on small airports and aircraft serviced by air taxi
- Pool information, support and facilitate research

Personal Air Transportation Alliance

(PATA)

Why

- Demand regional, rural, small airport based travel
- Industry response
  - New models: air-taxi business models
  - New planes, engines, avionics
  - New concepts air system links (plane, airport, air space)
- Government response
  - NASA SATS Project
    - Strategic Council action to support follow-on initiatives…Dunn+
  - FAA Part 135 working group
- Government future direction
  - NGATS encompasses
  - DOT/FAA encourages industry-led partnerships
- PATA forms as industry-led group

Membership

- Aviation Industry
  - Air Taxi: Air Limo, Blue Ash, DayJet, Gary Air, Linear Air, North American Jet, Pogo Jet, Inc. (5 pending)
  - Aircraft: Adam Aircraft, Cessna, Cirrus Design, Eclipse, Israel Aircraft Industries
  - Avionics: L-3 Communications Avionics
  - Engines: GE/Honda, Pratt-Whitney Canada
  - Consultants: BCI, Munro & Associates, General Aero, Inc., September Moon
- Research
  - Research Triangle Institute (RTI), Center for Aviation Systems Advancement (CASA), Maryland Advanced Development Lab (MADL), Indiana SATS Inc.

Objectives

- **Promote research** that provides value to air-taxi industry to provide the basis for a small aircraft/airport transportation system (SATS)
- **Create public understanding** of the value, safety and use of air-taxi as reflection of small aircraft/airport transportation system
- **Facilitate air-taxi system** deployment by establishment of links between new aircraft, expanded small airports, and new air traffic system concepts
- **Collaboration** within and between air taxi supply chain, state aviation (e.g. SATS Labs) and economic development groups, DOT/JPDO, NGATS Institute, NASA

Collaborative Work

PATA
personal air transportation alliance

- Transportation Needs Scenarios
- Common Operating Concepts
- Common Technologies & Systems Principles
- Standards and Certification Paths
- Communications and Education
- Economic Value Measurement

Collaborative Outputs

- Transportation Needs Scenarios
  - Pooled market demand analysis
- Common Operating Concepts
  - Pooled business model operating plans w/impacts on
    - Aircraft
    - Airspace Systems
    - Airports
    - Personnel- Pilots and maintenance
- Standards and Certification
  - Technology w/equipment
  - Crew and Operational Implementation
- Regional Economic Value Measurement

Collaboration Points

- Industry
  - Air taxi supply chain
  - Industry supported research groups
  - NGATS Institute
- Research Organizations
  - State aviation research, NIA, academic research organizations
- State Government
  - Aviation and economic development departments
- Federal Government
  - DOT/JPDO
  - FAA: Small airports and small aircraft groups
  - NASA: Aeronautics

Structure

- Membership
  - Industry: Principal and Supporting
  - Research Organizations
  - Government: State and Federal
- Governance: Board of Directors
- Leadership: Chair, Vice-Chair
- Management: Leadership Team
- Working Groups: Air-taxi definition, market definition, safety, security, economic impact, airports, concept of operations
- Administration: Non-aviation industry partnership facilitator

PATA IPT MEMBERS

Agile Air Traffic	John Loofborrow, Jack Olcott
Airport Infrastructure	Jack Olcott
Environment	TBD
Global Harmonization	Bill Christian (Rejected)
Safety	Norris Krone
Security	Norris Krone
Situational Awareness	Ray Wabler
Weather	Dave Guerreri (Application pending)

Coordination JPDO and PATA

JPDO-Roadmap w/IPT	PATA Liaison & Work Topics
NGATS Roadmap	Board Meetings w/JPDO, Air Taxi Definition, Market Definition, 2025 Air Taxi Travel Scenario in Development
Airport Infrastructure	IPT Liaison and Small Airports Position Paper
Security System	IPT Liaison and Security Position Paper
Agile Air System	IPT Liaison and Airspace Concepts of Operations Position Paper, 2025 Travel Scenarios
User Specific Situational Awareness	IPT Liaison
Proactive Safety Management	IPT Liaison and Safety Position Paper
Reduce Weather Impacts	IPT Liaison Application Pending
Environmental Protection	No IPT Liaison
Harmonize Equipage & Operations Globally	IPT Liaison Rejected

PATA Position Summaries

Air Taxi Definition	Ken Ross
Air Taxi Market Definition	Mike Baur
Safety Input	Decide at Prep Meeting
Security Input	Decide at Prep Meeting
Economic Impact	Decide at Prep Meeting
Airports Inputs	Analysis due July 26

PATA: Air Taxi Model

- On demand options for flexible scheduling
- Fleets of new or retrofitted aircraft: prop, turboprop, VLJ
  - Total of 1000 all types by 2010
- High level of control for consistency and safety
- Targeted airports outside hub and spoke, narrower range than current air charter
  - Total of 500 by 2010
- Passenger matching and optimizing systems to increase utilization, decrease costs

PATA: Market Need

- Outside hub-and-spoke travel needs
  - Only one PATA member intends to base or even offer hub airport coverage
- Primary need is time and travel disruption savings
- Primarily business travelers (80%) of small to medium sized businesses
- Total size in 2006 @ 240,000 trips per annum or 1.5% of total 200 to 1000 mile business trips
- Estimated growth of 4 to 5% per annum
- Entry to larger market need currently satisfied by ground travel

PATA: Safety

- High levels of operational control, vertically integrated companies with employees or employee/owners
- Common national safety management framework
- PATA standards and certification for safe operations
- Improved aircraft information systems including ADSB with TIS and weather information systems
- Maintenance standards at small airports

PATA Position: Security

- Passengers
  - Booking screening system
  - Departure screening system
- Aircraft
  - Security and control for overnight stays
- Crews
  - Flight sensitive employees undergo FAA approved drug program and comply with FAA and TSA requirements
- Airports
  - PATA standards for airport security, depending on volume and level of airport activity (report due July 26)
  - Integrated airport security systems with video, scanning, screening, and passenger information kiosk
- FBO's
  - PATA fleet operators to establish standards when selecting FBO's

PATA P: Economic Impact

- Replaced travel impact
- Induced travel impact